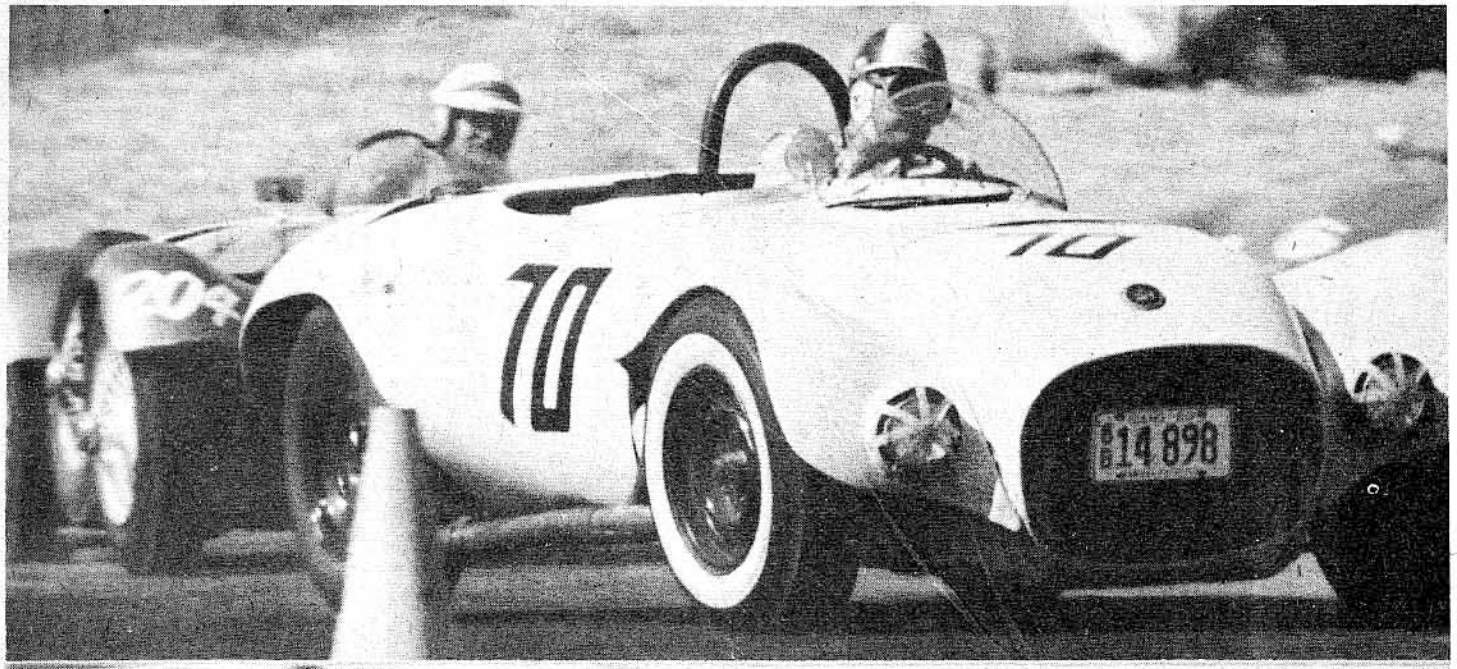
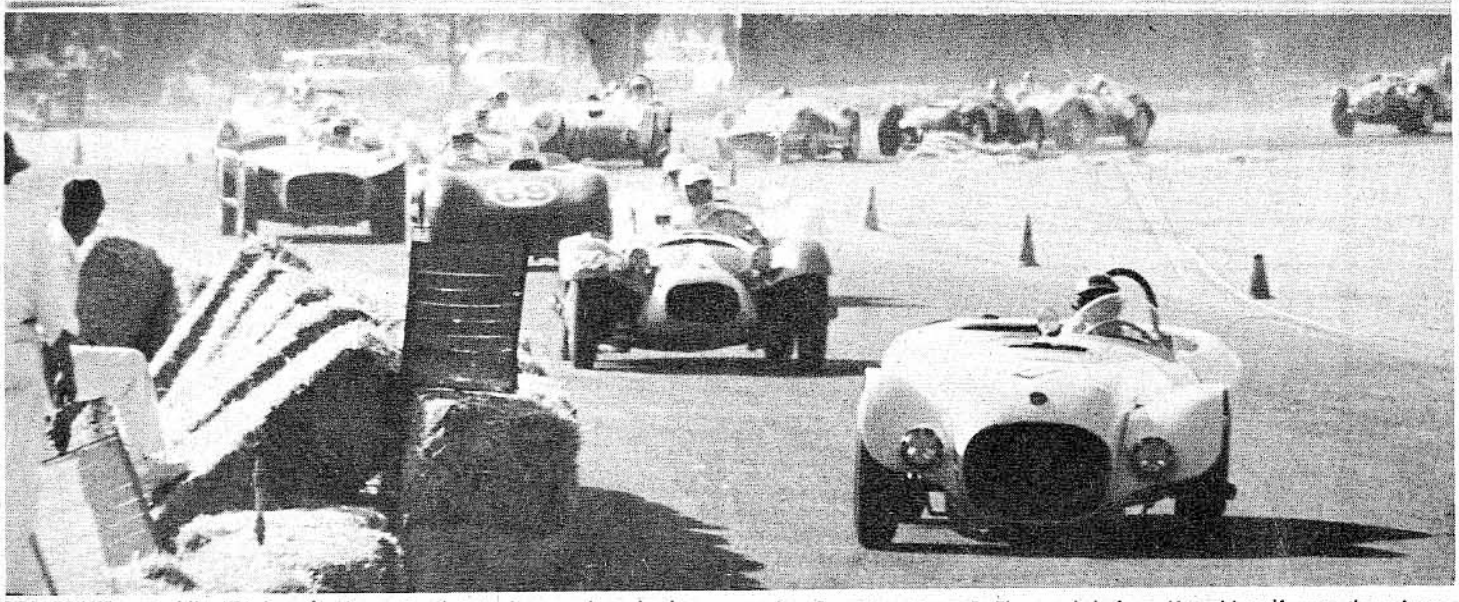
MOTOR RACING
and
ECONOMY CAR NEWS

5th Year - No. 18 Culver City, Calif. July 8-15, 1960
(Published bi-weekly except last issue of calendar year) 25c

TWO WINS FOR OLD YELLER II

Same Car But Different Drivers





BOB DRAKE, erstwhile "Birdcage" Maserati pilot, took over the wheel of Max Balchowsky's Old Yeller II Buick Special and won handily in the Cal Club's Santa Maria races last week (top). He leads Don Hulette's Jag-Corvette at turn 5. The week before, Max, himself, was the winner (below) in LA SCCA feature at Pomona, Calif., Fairgrounds course. Here he leads pack as he heads into turn 2. (Photos by Bill Norcross)

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IN TRYING to avoid hitting another car, Jim Bell of No. Hollywood blasts into the hay at LA SCCA Pomona races and starts to roll over (top photo), Center: His Alfa Romeo ConreroVeloce has avoided R. G. Kirby's Porsche 1600 (40) and has flipped as flagman rushes to help. Bell is still in cockpit. Note effectiveness of roll bar (arrow). Bottom: Bell raises arms and cries, "I'm OK!" Plenty of help has arrived. (Photos by James W. LaTourrette)

It's Brabham Again!

★ ★ ★ ★ ★ ★

LeMans Follow-Up

Special to MOTORACING

REIMS, France, July 3—Unstoppable Jack Brabham of Australia, 1959 world driving champion, won his third straight F1 race — the Grand Prix de France — behind the wheel of a factory Cooper here today.

He covered the 50-lap, 265-miles over the 5.3-mile circuit in 1h57m24s for a terrific average speed of 131.7 mph, a record.

Brabham won by 51 seconds over Olivier Gendebien of Belgium, in a Yeoman Credit Team Cooper. Another factory Cooper, piloted by young Bruce McLaren of New Zealand, was third.

Taylor Fourth

Then came Henry Taylor, Cooper; three Lotuses—Jimmy Clark, Ron Flockhart and Innes Ireland —and another Cooper, Bruce Halford.

Phil Hill, Santa Monica, Calif., Ferrari, gave Brabham plenty of trouble in the early going, but when he went out, the Aussie had things his own way. Hill twice smashed into the straw bales and

(Continued on Page 2)

Brabham and McLaren Tied

After five Grands Prix (Argentina, Monaco, Holland, Belgium, France), Jack Brabham of Australia, and Bruce McLaren of New Zealand, both factory Cooper-Climax drivers, are tied with 24 points each for the lead in the world's driving championship.

Stirling Moss, Lotus, is second with 11. Then come 3. Olivier Gendebien, Cooper, 10: 4. Phil Hill, Ferrari, 7: 4. Innes Ireland, Lotus, 7: 5. Cliff Allison, Ferrari, 6; 6. Maurice Trintignant, Cooper, 4; 6. Graham Hill, BRM, 4; 6. Wolfgang von Trips, Ferrari, 4; 6. Jimmy Clark, Lotus, 4; 7. Tony Brooks, Cooper, 3; 7. Carlos Menditeguy, 3; 7. Henry Taylor, Cooper, 3; 8. Joakim Bonnier, BRM, 2; 8. Richie Ginther, Ferrari, 2; 9. Lucien Bianchi, Cooper, 1; 9. Ron Flockhart, Lotus, 1.

BY HENRY N. MANNEY III
MOTORACING Staff Writer

LE MANS, France, June 26 — Follow-up to the 24 hour Le Mans enduro:

The much-heralded new Jaguar with independent suspension all around of Briggs Cunningham never ran really well. The Corvettes weren't quick enough, although two of them did finish, which applies also to a couple of last year's Astons, and the only enemy Ferrari had, once Flockhart's D-Jaguar had retired, was inter-team racing and crass stupidity in allowing two perfectly healthy Testa Rossas (and very nearly the winner's, as well) to run out of gas away from the pits prior to the first refuelling stop. It rained, which meant that there were no records set, but then there were no serious accidents in the race either, which is much better.

Probably because of the weather, 55 started and 25 finished, a big improvement over last year. Fastest lap was made by Gregory

(Continued on Page 7)

Shelby Pilots Scarab to Win

Special to MOTORACING

DENVER, June 26—Carroll Shelby, formerly of Dallas and now of La Mirada, Calif., one of the country's greatest sports car drivers, broke all Continental Divide Raceway records as he piloted the Chevy-Scarab II of the Meister Brauser racing team to victory near here today in the 100.8-mile Colorado International.

Nearly 10,000 fans saw Shel lead from start to finish as he covered the distance in 1h20m42.2s for an average of 74.9 mph.

Ten seconds behind, in second place, was the other brewery Scarab, No. 1, driven by "Honest John Kilborn, Decatur, Ill. Jim Hall, Dallas, was third in a "Birdcage" Maserati, followed by Skip Hudson, Riverside, Calif., 4.1 Ferrari, and Bob Donner, Colorado Springs, Porsche RSK.

Rodger Ward, the ex-Indy winner and USAC national champion, was 10th in a Porsche RS-60.

The victory was worth $1920 to Shelby for his USAC pro race win, and increased his lead for the USAC pro road racing championship. He won the year's first event at Riverside last April, and next goes at Elkhart Lake July 31.

Shelby, 37, LaMans winner in 1959 (with Roy Salvadori, Aston Martin), credited the Scarab's terrific acceleration for his win. "The acceleration," he said after, "got me through the corners without having to slow down or brake. The car probably would be better with disc brakes, but everything went real well despite a couple of sour spark plugs."

No. 1 Qualifier

In addition to the new average record, Shelby set a one-lap mark of 2:09.68 (77.73 mph). His 2:08.32 (79 mph) was the fastest qualifying time.

Bill Krause, Long Beach, Calif., D-Jag-Corvette, who had the third fastest qualifying time behind Shelby and Hall, was forced out late in the going.

Other winners today were Bob Schroeder, "Birdcage" Maserati; Jim Hall, "Birdcage" Maserati; Steve Wendt, Elva DKW FJr.

CARROLL SHELBY

Vignettes

By Gus V. Vignolle

- IT'S ALL BRABHAM
- FERRARI FADING
- CORVETTE KUDOS

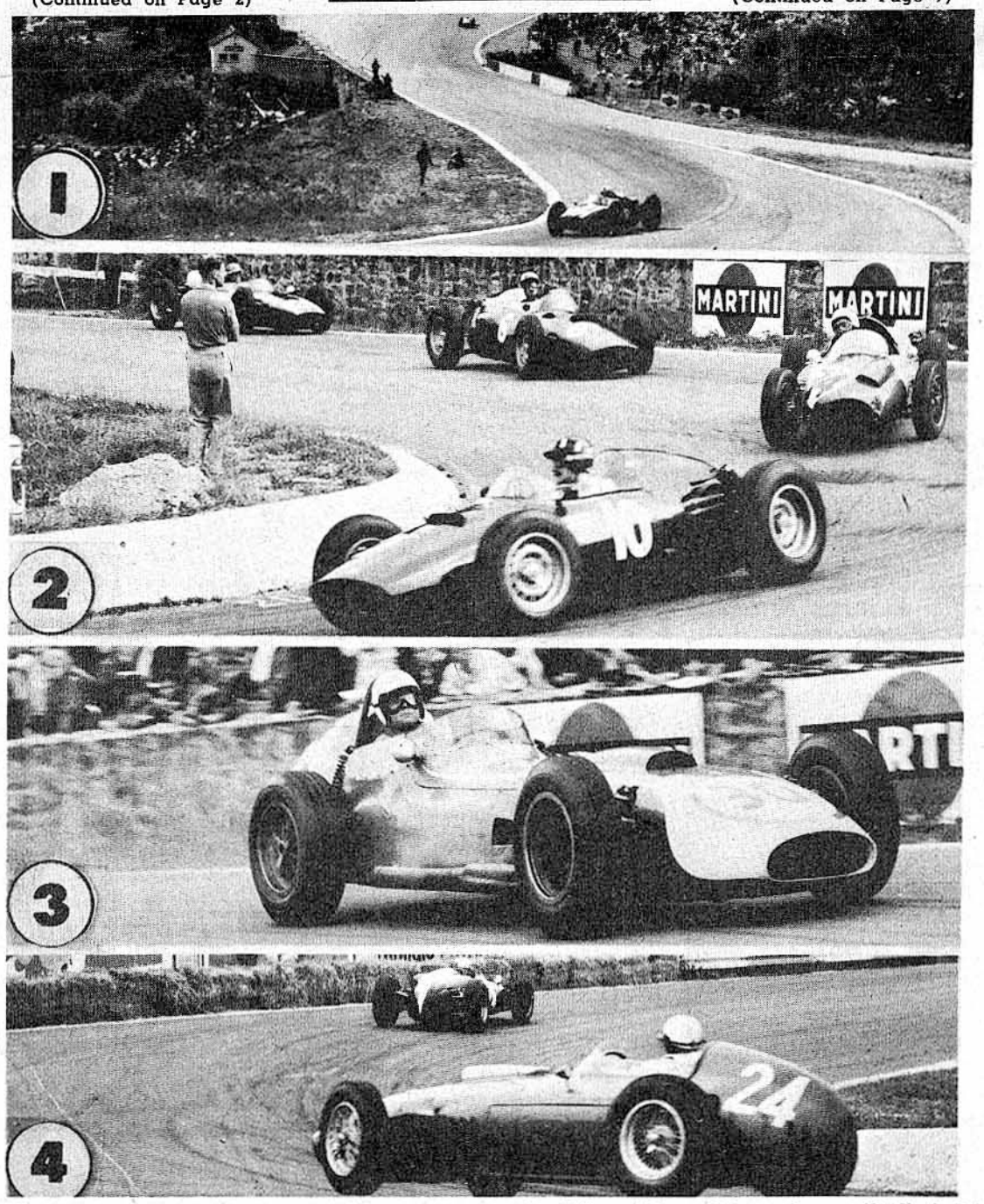
WHATEVER OOMPH there was in the world championship Grand Prix season now seems to have been drained out.

Jack Brabham, the unassuming Australian who won the title last year, has won the last three in a row-Holland, Belgium and France —for the Cooper factory.

He is now tied for the lead with his young teammate, **Bruce McLaren** of New Zealand. Each has 24 points. McLaren won at Argentina, took second at Monte Carlo and Francorchamps, and last Sunday placed third at Reims.

But don't get any foolish notions that McLaren is going to challenge Brabham. The Aussie is numero uno for the Cooper factory. When they're both together up front, McLaren remains just far enough behind to spring into the lead if anything goes wrong.

(Continued on Page 3)



GRAND PRIX OF BELGIUM—(1) On a real drivers' course, Jack Brabham, who won the race in a Cooper, leads Phil Hill's Ferrari up the slope after the pits; (2) Graham Hill's BRM takes momentary lead over this group while Paul Frere, standing at turn, looks skeptically at countryman Olivier Gendebien's Cooper. Following in line here are Joakim Bonnier, BRM, and Bruce McLaren, Cooper; (3) Chuck Daigh rounds La Source on fast Francorchamps course on his way to the pits with smoke pouring from the engine. At least the car started; (4) Phil Hill takes a fresh crack at the understeer of his Ferrari in pursuit of the flying Brabham, who averaged 134 mph. (MOTORACING photos by Henry N. Manney III)

Letters to Motoracing

BLAST AT NO. CALIF.

As you probably know, I have my own personal feelings about "race faces" who clutter up the pit area at every road race. Of no less disgust to me are the "office pinkies," that rare, ill-advised breed of dingalings who have never turned a hot lap in their lives and yet whom, with sanctimonious efficacy, go about there nefarious way in dictating policy to the competition drivers.

There ensues a game of cat-and-mouse, much the same as that displayed regularly in the never-ending contest between the highway motorist and the California Highway Patrol; wherein, with malice aforethought, every sneaky trick in the book is employed to see just how far it is possible to push one's luck.

Even though I am a member of Sports Car Club of America SF region and even though I'm unwilling to accept the responsibility of being one of the Mighty Mahoots of the Bay Area, I nontheless enjoy our monthly combat at technical inspection.

Another example of the general line of stupidity evident in the SF region office is that of the case where a woman driver attended the alleged Racing Drivers School at Cotati, sponsored by Racing Drivers Club. This club is supposedly the official training organization for SCCA. In other words, once a driver has received full accreditation from RDC, he may then receive his temporary competition license from SCCA. A total of two practice sessions, satisfactorily completed, are required. This girl attended three sessions and her application and recommendation was signed by no less than Denis Riley and Ray Altman; the former is a wheel in RDC, the latter is the president RDC. In spite of this type of recommendation, this woman's entry was rejected arbitrarily for the Stockton road race. When the inquiry is made as to why this was done the statement was made that it had been decided that she lacked the necessary experience to drive at Stockton. In checking back with Emil Pardee, the head of the Contest Board, and with Altman, one of the sponsors of the woman driver, it was found that there had been no ruling by the Contest Board which would have denied this woman the right to drive in the event. As yet no further action has been taken, no competition license forthcoming. The point is that if RDC is to be a valid examining organization, then their word should be final; if the girl is ready the license should have been granted, if not her permit should never have been signed in the first place.

Name Withheld by Request

BENEFIT RACE MEET

We've been hearing a lot about you and your interest in what's going on in the No. Calif. area from our mutual friend "Andy" Anderson. As you probably know, "Andy" is not only SCCA's official starter, but also the proud owner of a snazzy Corvette and a member of the No. Calif. Corvette Assn.

A sports car race, sponsored by the NCCA, at Cotati, will be held Sept. 10-11, for benefit of the Easter Seal Societies for Crippled Children and Adults.

DONALD V. FRENCH, JR.
Public Relations Director
No. Calif. Corvette Assn's.
1st Annual Easter Seal Benefit
Sports Car Race

NEWS FROM GEORGIA

Pete Nistrom, Alfa pilot from Atlanta, Ga. and Corpus Cristi, Texas, has recently received orders from the US Air Force for Hawaii. He will be taking his car, and will be joining the old gang down Diamond Head way.

Have you been getting copies of the Georgia Sports Car Club's Newsletter, "Green Flag?" I hope you have had the time to read it. Please note the June, 1960, issue and the big MOTORACING plug.

DON HUTELIN
Georgia Sports Car Club
Atlanta 9, Ga.

Brabham

(Continued from Page 1)

finally was out with a twisted front axle.

Only eight of the 19 starters finished under their own power.

There were no accidents, but several cars banged into each other in a start that was a complete fiasco. Two machines were disabled.

Fast Course

Like Francorchamps, scene of the Belgium GP, this is an awfully fast course—a public road near here shaped into a triangle, two of the sides having long straights and the other a series of gradual curves.

Hill, who got a terrific hand from the huge crowd for his driving skill and bravery, threatened Brabham for 29 laps, and managed to the lead briefly six times.

But the Cooper was much faster on the straights and held the road better on the turns. When he trailed, Brabham was aided by the big Ferrari's slipstream, but when it was the other way around, the Cooper's slipstream was not hefty enough to pull the Italian car.

Botches Start

Toto Roche, the race director, botched the start, with Lucien Bianchi, Maurice Trintignant and Graham Hill banging into each other. Other cars also were left stalled on the grid.

One of the highlights was the duel between Gendebien and Mc Laren. On the penultimate lap, Gendebien boomed past heavy traffic just before a turn. But McLaren was blocked, and this enabled the LeMans winner to move into a four-second lead.

All the Ferraris, BRMs and Tony Brooks' Vanwall broke down.

1—Jack Brabham, Cooper, 131.7 miles an hour.
2—Olivier Gendebien, Cooper-Climax, 130.8 m.p.h.
3—Bruce McLaren, Cooper, 130.7 m.p.h.
4—Henry Taylor, Cooper-Climax, 1 lap back.
5—Jimmy Clark, Lotus, 1 lap.
6—Ron Flockhart, Lotus, 1 lap.
7—Innes Ireland, Lotus, 7 laps.
8—Bruce Halford, Cooper-Climax, 10 laps.
*9—Masten Gregory, Maserati, 13 laps.
*10—Ian Burgess, Maserati, 14 laps.
*11—Wolfgang von Trips, Ferrari, 19 laps.
*12—Phil Hill, Ferrari, 21 laps.
*Failed to finsh.

ATTENTION, GENTS

"Lady with unstrung tennis racket would l.i.k.e to meet gentleman with guts." —Ad in South Shore (Mass.) Mirror.

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In the News

BENEFIT RACES

SAN FRANCISCO — The First Annual Easter Seal Benefit Sports Car Race has been set for Sept. 10-11 at Cotati Raceways, it was announced this week by the Northern California Corvette Association.

The full scale two-day sports car event to be staged by SF SCCA, will attract top drivers and racing enthusiasts from throughout California, according to Elmer "Red" Faris, NCCA race chairman and veteran Corvette race driver.

Sponsorship of this major road race marks the first such endeavor by a local sports car club in recent years.

MINI-MINOR CHALLENGE

VACAVILLE — Bob O'Brien of the SF SCCA has issued an open challenge to all qualified Mini-Minor drivers to a "go" at Vaca Valley July 9-10.

Occasion of the special challenge will be a 10-event sports car race program over the 2.1-mile Vacaville speed plant. The Mini-Minor race will be Sunday noon.

CONCOURS CHAIRMEN

Al Fleming and Don Ricardo have been named co-chairmen of the LA SCCA's fourth annual Huntington - Sheraton concours d'elegance for the sole benefit of the Florence Crittenden Home to be held Sunday, Oct. 2.

CALDWELL RESIGNS

Sam Caldwell has resigned as activities chairman of the SCCA's Los Angeles region.

QUEEN NAMED

"Dusty" Brandel will reign as trophy girl at the Turisimo de Corvette III rally awards dinner Saturday, July 30, at the Redwood Restaurant, 234 W. First Street.

HALL VISITOR

Chalmers Hall of Phoenix, who drove Stan Sugarman's Ferrari Chevrolet in the Pomona road races recently, has been visiting the City of the Angels.

KERR APA PREXY

Bruce Kerr, Automotive editor of the VALLEY TIMES, has been elected president of the Automotive Press Assn.

Elected to serve with Kerr were: vice president, "Dusty" Brandel, sports car columnist for CLUB AND SPORT and VELOCITA magazines; secretary-treasurer, Geri Fleming, advertising manager for MOTORACING; directors: Jim Alexander, Isabel Haas and Bill Norcross.

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ECONOMY CAR NEWS

My MARGUERITE COOK
MOTORACING Staff Writer

George Romney says it isn't true: that his American Motors is going to merge with Chrysler. And "Tex" Colbert, Chrysler board chairman, agrees. Both hope that will still the persistent rumors.

The plain-talking Rambler producer Romney has also come out against the yearly style changes that only "destatusfy" the year-old auto. Such common sense is probably one reason why Rambler sales since the advent of the American compacts have risen from 6.3 to 7.1 per cent of total industry sales and are still rising.

★ ★

Detroit still won't accept the facts of small car life. Michigan state highway commissioner John C. Mackie recently grumbled that compacts "are a nuisance" . . . . if they take hold it "is inevitable that gas and weight taxes will have to go up."

The commissioner also, despite all insurance data to the contrary, insists that compacts are highway hazards (because small car headlights are too close together). Mackie ignores conveniently the fact that revenue from wight taxes even in Michigan jumped $2.2 million over last year because of an increase of 100,000 more cars registered this year. (The year of the American compact.)

The sanest article we've seen recently on this subject was by James L. Malfetti in the New York Times. He concluded that you can't say flatly which is safer, the large or small car and added that "driving competence alone is the over-riding factor." In fact, (sorry, Detroit), Dr. Malfetti insists that "soon all cars will be much safer to operate, leaving a driver free to choose for other values, say economy or comfort." The good professor is director of the safety education project, Teachers College, Columbia University.

Despite all the snipping --- and primarily because of the compacts, the American automobile industry is experiencing its best year since 1955. Automobile News has estimated that 3,809,458 cars have been built in the first six months of this year. One out of every four of these cars has been a compact. For the first six months, 987,348 units or 25.9 per cent, to be exact, of the production is in compacts compared to only 305,850, when only Rambler and Lark were on the market, last year by July.

W. C. Newberg, recently resigned Chrysler president, insists that retail sales of imported cars are leveling off, and predicts that they will be off 10% for the year. Quite oblivious to these predictions are VW and Renault. Renault reports that sales were up 20 per cent in the first 20 days of June compared with a similar period in May. VW reports that its sales in So. Calif., Arizona, and So. Nev. for the first five months of 1960 totalled 4820 passenger cars, an increase of 51 per cent over 1959 sales and that allocations to this area for the balance of 1960 have been increased 22 per cent.

An interesting sidelight on the type of person who buys a VW comes from Cotton Goff, VW dealer in Newport Beach, Calif. Goff has not had one of the 1000 VWs he has delivered since 1953 repossessed and his latest bank statement showed no past due car payment accounts. (The industry averages a 5-15 per cent repossession rate.)

Other ways in which the compacts are affecting the automotive picture: Automakers spent 35 per cent more money for newspaper advertising in the first three months of 1960 than the year previously and spending for compacts showed the biggest increase. It jumped 205 per cent from $2,549,000 to $7,779,000. Indications are, too, with exports of American autos and trucks increased in the first three months of this year, that the domestic producers may have a 450,000 export year. Last year the total was 311,321.

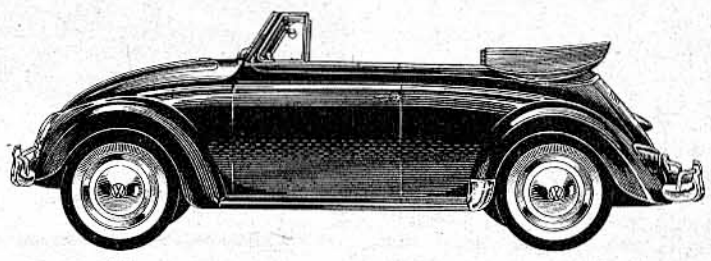
Be that as it may, a record total of 50,248 units was reached in foreign automobile imports through the Los Angeles Harbor during the first nine months of the fiscal year. This is 30 per cent higher than during the similar nine months period last year. Yet Ford, with Falcon sales at 259,474 for the week ending June 25, claims to be outselling all foreign makes into this country.

An interesting sidelight on the weekly production reports is that Chevy's Corvair, the only really new American car this year, registered sales of week had increased and the total sales 144,888 through the week ending June are slightly above the 143,337 total for 25. Production at the rate of 4,785 that Chrysler's Plymouth to date. Unfortunately, Studebaker does not break down its Lark Sales.

A little relief from all these stats, relevatory though they may be: Fiat has got on the price-cutting bandwagon. Some models have been reduced as much as $400 . . . . Citroen Argentine, a subsidiary of S.A. Andre Citroen, Paris, has purchased the Catita factory in Buenos Aires, Argentina, to manufacture 2 CV cars and vans. Production is scheduled to start in September with an initial annual output of 1600.

Saab claims to have won this year's Republic Motor Sports Car Club's economy run with an average of 83.45 mpg. We're not from Missouri, just Iowa, so we printed it.

Visitors touring the USSR are now supposed to be able to rent a Russian-made Volga for travel in that peoples paradise. . . . Firestone has gone into the gasoline kart and tire business. . . The Sabra, first automobile designed and produced in Israel, is being handled by Bryan Oldsmobile in Los Angeles. The ad agency won't say what motor powers this 4-cylinder economy model but its a British Anglia.



Volkswagen Convertible
(an air-tight case for owning an open-air car)

The top of the Volkswagen Convertible is like no other. It is air-tight and water-tight because it *overlaps* the windshield frame. It has a real glass rear window and is completely lined and padded — no struts or crossbars show.

The VW Convertible shares every mechanical virtue of the sedans. The air-cooled rear engine can't freeze or overheat. No anti-freeze needed. All wheels are individually suspended with torsion bars (uncanny control over the roughest roads). You get 32 mpg — regular driving, regular gas. You can go 70 mph all day and park where others can't fit. The best way to get the feel of a Volkswagen Convertible is to slip behind the wheel and drive one. Come in and do it . . . this week.

41 Dealers in Southern California

AUTHORIZED DEALER

• Vignettes

BY GUS V. VIGNOLLE

WHAT DO YOU THINK OF THE PELLANDINI SUSPENSION?

(Continued from Page One)

Such was the case in the US Grand Prix last December at Sebring. When Brabham ran out of petrol, McLaren took over and went on to win.

Stirling Moss was a threat after three races, having scored a great victory in the Walker Lotus at Monte Carlo; and then he took fourth at Zandvoort. At this point McLaren led him, 14 to 11.

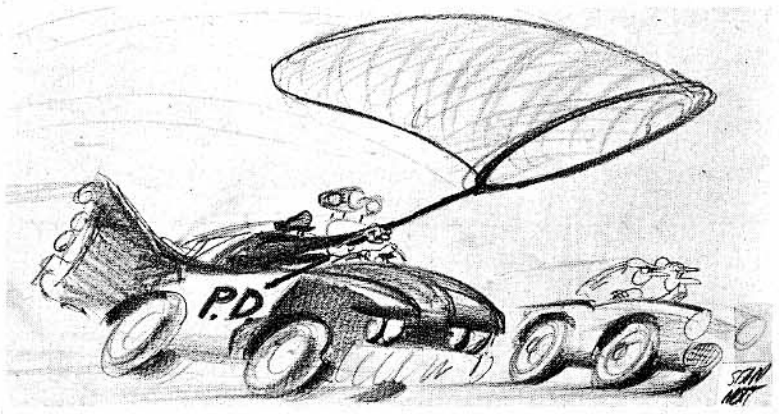
But Moss was in a bad crash practicing for the Belgian GP and was out of that one, of course. Then he missed the French GP, and currently is laid up in the hospital, but fortunately, is on the mend.

Unfortunately, one of the Spanish athletes (bull thrower), a press agent who does the auto racing fluff on one of the LA Snapper-Wrappers, wrote of "the sizzling feud between world champion Brabham and McLaren for the '60 global title."

Indy Points Don't Mean a Thing

Technically, in this world championship driving business, points are allowed for the Indy 500. It is the US race in point equivalent to the Grands Prix of the Continent, Britain, Argentina and other countries, according to the ludicrous FIA. There can be no more than one race per country.

Of course, this is so absolutely asinine that it hardly should be mentioned. Any unhinged coocooloco knows they are different types of



racing involving different types of courses, different types of cars and of different displacement.

Elsewhere in this issue you'll find the current point standings, but not the points given for Indianapolis. Why confuse further a proletariat that perennially seeks to disentangle itself from the gaseous Spanish athletes?

The Indy points would have no bearing whatsoever on the final standings—and we shall continue to ignore them!

Cooper Far Ahead of Ferrari Now

Ferrari is still in it as far as sports cars go (the marque leads Porsche, 30-26 after Le Mans), but its glory as a Formula 1 racer is of a bygone day. It just isn't in the class in this type of racing with the Cooper-Climax or even the Lotus.

It is rather sad to this observer, but perhaps the day will come again. I hope so.

Ferrari's best to date this season is seven points by **Phil Hill** for a tie for fourth with **Innes Ireland (Lotus).** He was third at Monte Carlo and fourth at Francorchamps.

Said NY Timesman **Robert Daley** after the recent Grand Prix de France: "But this race proved, among other things, that Ferrari, the last of the rear-engined, big race cars, is hopelessly out of date. It can no longer cope with the low, slight Coopers and Lotuses . . . No other car seems in the same class with the factory Coopers. Certainly, the Ferraris no longer are."

Now a Big Cheer for the Corvettes

As a long-time booster of Corvette, this corner wants to point out how well they did in the granturismo class recently at Le Mans. And I hope this soothes **Leonard Kelso** of Whittier, who got on the tube and wondered why the Corvettes weren't given their just due in the last issue of MOTORACING. That was a hurry-up yarn assembled just before going to press. We held for the story.

The Corvettes were 8th and 10th overall, 1st and 2nd in GT—a great accomplishment. Only 25 finished the 24-Hour out of 55 starters.

Briggs Cunningham's Corvette, driven by **John Fitch** and **Bob Grossman,** was 8th, while the **Lilley-Gambles** Chevy was 10th.

Cunningham has been trying to become the first American in the race's 37-year history to win in a US car.

And the Americans weren't a complete poop-out when you consider **George Arents** and **Alan Connell** were 5th overall in a Ferrari, and **Ed Hugus** and **Augie Pabst,** in a similar car, were 7th overall.

OK, Leonard?

Personal: One-Year Jolt Too Rough

When the Cal Club's Contest Board found **Rene Pellandini's** AC Bristol **(Ronnie Bucknum,** driver) not exactly kosher as a production job, they suspended him for one year, and Bucknum for six months.

Rene appealed—not for exoneration, but for leniency. They said it was referred to the "executive committee."

Pellandini is one of the best race sponsors around here. He was not aware of the milled job; it was that way when he bought the car. There was no premeditation involved.

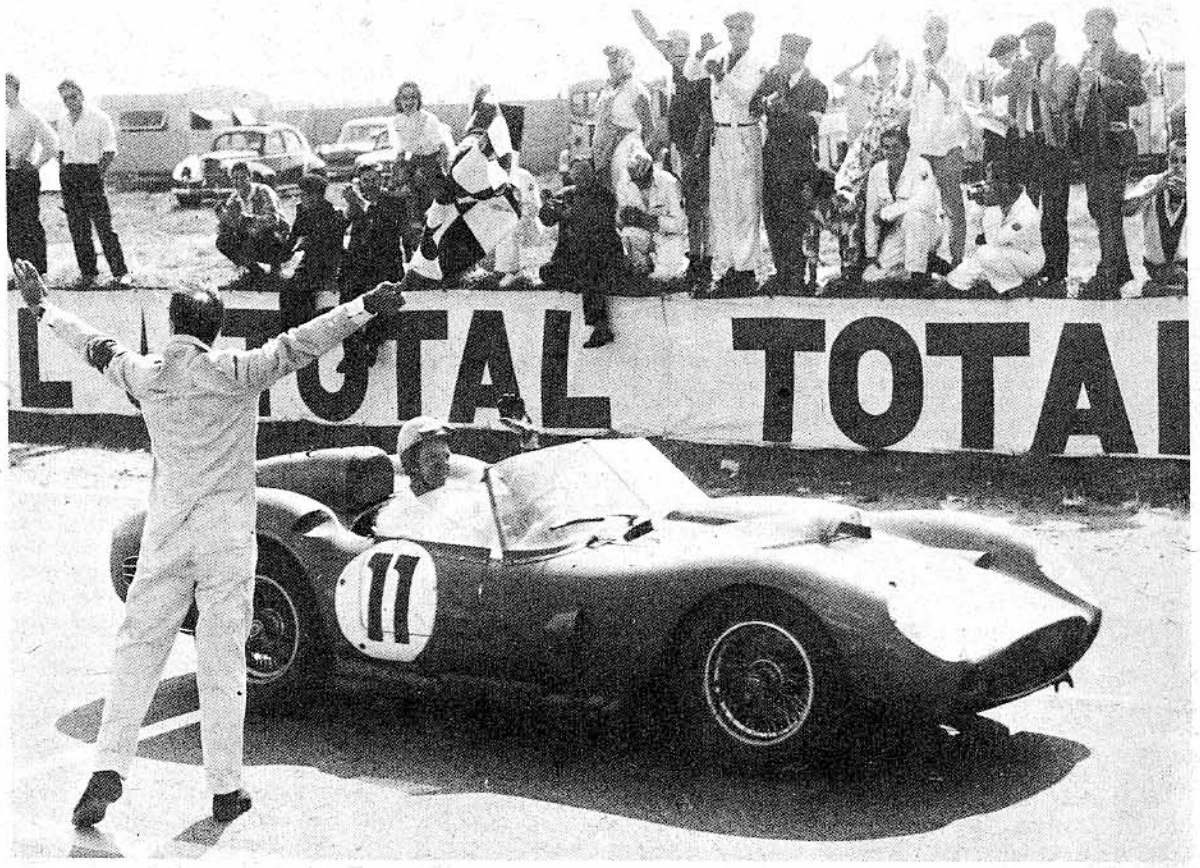
I, personally, think the one-year jolt was too rough. Unlike others, he has never objected to a teardown of his machinery. I would like to get a public cross-section of that one-year ouster from local racing, so I would heartily welcome a reaction from readers on how they feel about the jolt in this particular case. Please write in.

Borgeson Elixir Out of This World

PEPYS, ANNO 1960—Up early and breakfast on two cans of beer and a hunk of watermelon and boom through the Valley to Lake Sherwood to visit **Griff Borgeson,** the automotive writer. There, meet **Neil Elliott,** the well-known advertising man, and wondrous talk while listening to musica mariachi and partaking of a Borgeson elixir that defies description. Griff ventured a Big Business offering: Echo Engineering of LA was building the Volks Kart, one of the best handlers of them all. After the threat to bring suit was received from the beetlewerke, Echo tossed in the sponge. By contrast, the makers of Cad Cart have received no threats from GM. And adds GB: "Next time they hold the Tecate (Baja Calif.) 100-miler for karts, you should try to make it. Fantastic." Will do—and also take in the toros at Tijuana, not too far away. Personal to GB: "Hip" is a flaccid variation of "hep," which dates back to my old "carny" days of the late 20s. Any oldtimer will tell you that. The new word is the product of that phony Beatnik pseudo-culture. There.

ENTRE NOUS—Dick Hyland had the biggest nifty of the season in the LA Times, to wit: "The largest field of big bore and Formula Junior cars ever seen on the Pacific Coast will feature the sports car races at the Los Angeles Fairgrounds today."

Whew! Trouble is, he didn't bother to check; just used the handout verbatim fluffed out by the LA SCCA Spanish athletes!



3-LITER ITALIAN Ferrari gets the checkered flag as it wins the 24-Hour endurance classic at LeMans, France, with Belgian Paul Frere behind the wheel. His co-driver was Olivier Gendebien. They led practically all the way. Complete results were in last issue of MOTORACING. Henry Manney's follow-up story starts on Page 1. (United Press photo)

MOSS RECOVERING

LONDON, July 3—According to hospital reports, Britain's great race driver, Stirling Moss, is now able to push himself around in a wheel chair. He was seriously injured when he crashed in the Belgian Grand Prix while racing about 120mph at Francorchamps last June 18.

STRENGTHEN ROLL BARS

This is a letter being sent to various driver-members of the San Francisco Region, SCCA, in order that their roll bars will pass at technical inspection for the forthcoming Vaca Valley races. All drivers should make a close inspection of their roll bar installaton for conformance to the rules as stated below.

"The SCCA Contest Board is tightening the requirements on all roll bar installations. Your roll bar, during past technical inspections, has been found to be inadequate in terms of either vertical height or strength; or fore and aft bracing.

"As of the coming Vaca Valley race, you will be required to install a new bar or modify your present roll bar so that it is approximately head height (top of helmet) and is strengthened in the fore and aft direction by bracing which intersects the verticle roll bar at a point not less than two-thirds of the height of the bar from the mounting base.

"For greatest strength the roll bar must be verticle; any deviation from the verticle requires a substantially heavier bar with more bracing."

—SF, SCCA CONTEST BOARD, from The Wheel, San Francisco Region of SCCA.

Horn Home First In Alabama Race

COURTLAND, Ala., July 3—Don Horn, of Memphis, driving the Porsche RS60 previously driven by Bob Holbert and Roy Schechter to second overall at Sebring last March, showed everyone his heels during the one hour main event here today. His only competition on this rapid 3.2-mile course would have been the 4.5 Maserati that Jim Hall of Dallas, Texas, was scheduled to drive, which unfortunately blew up in practice Friday.

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Calendar

JULY

9-10—Washington SCCA races, Marlboro, Md.
9-10—San Francisco SCCA races, Vaca Valley.
16—English Grand Prix (F1),
16-17—New York SCCA races, Thompson, Conn.
16-17—Indianapolis SCCA, races, Stout Field.
16-17—Colorado SCCA Nat'l. races, Continental Divide Raceway, Denver.
23-24—No. New Jersey SCCA races, Vineland, N.J.
23-24—Neolahoma SCCA races, Muskogee, Okla.
23-24—Milwaukee SCCA Nat'l. races, Meadowdale, Carpentersville, Ill.
23-24—USAC sports car races, Bridgehampton, N.Y.
24—SCC of British Columbia, endurance race, Westwood, B. C.
29-31—NE PA. SCCA, Giant's Despair hillclimb and races.
30-31—NW SCCA, PCC races, Seafair, Shelton, Wash.
30-31—NE Ohio SCCA, regional races.
30-31—Red River SCCA races, Bosier City, La.
30-31—USAC Road America races, (sports & FJr.) Elkhart Lake, Wis.
31—Mallory Pary races meeting (F1, 2, sports car, gran turismo).
31—FIA, Grand Prix of W. Germany (F 2).

AUGUST

1—Aintree race meeting (F1, sports
1—Brands Hatch race meeting (F2, and touring cars).
sports and touring cars).
6—Snetterton race meeting (F1, 2, sports and touring cars).
6-7—Milwaukee SCCA races, Meadowdale, Carpentersville, Ill.
6-7—New York SCCA Nat'l. races, Montgomery.
7—El Camino Foreign Car Club races, San Luis Obispo, Calif.

WELL, WELL, WELL

"Women represent the greatest untapped source of brain power in the nation." Dr. Franklin D. Murphy, new chancellor of UCLA.

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SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

SUNDAY AT POMONA, we were talking to this chap who drives a big special. He had done pretty well in the main event, but was complaining about the slower cars which had balked him several times during the race.

"You'd think the clowns would learn that when they're passed by Balchowsky, or whoever is leading the race, that there's going to be a bunch of other hot cars along in a few minutes. They don't even look in their rearview mirrors. Dive into the corners like there was no one else on the course."

"Why don't you whomp them a good one in the rear end when they try it," we suggested, "or tear up the side of their cars with your razor sharp knockoff hubs?"

The driver recoiled in horror.

"Oh, I'd never do a thing like that in an amateur race..It wouldn't be sporting. Of course, at Riverside, when it's for dough, I'll open them up like a can of sardines, if'n they get in my way."

Fire Below

Did you notice the driver at the recent race weekend who drove in shorts? It was legal, too. He fireproofed his legs.

Travel Note

When we lived in the interior of Venezuela we found that the local Venezuelans considered the piranha fish to be good eating. What pleased our sense of fair play was that the piranha fish, in turn, considered the local Venezuelans to be good eating.

Official Notice

Bob Drake, mine host at the Grand Prix Restaurant, requests that aficionados leaving the joint don't play anagrams with the signs on the real estate office next door and spell out dirty words. It bugs the creeps even though it does look pretty spectacular in the morning.

Sunday's Pomona Race Results

26 June 1960
Overall and Class Winners

NOVICE DRIVERS—Production and Modified under 2 liters, time 15m4.8s, 10 laps, Avg. 79.5 mph. miles 20—1) Pitts, Porsche 550 Spyd. Fm; Kyte, MK-5-Elva, Gm; Richards, Alfa Romeo Sup Spy, Fp; Evelhoch, Fiat Zagato, Hm; Zebor, A-H Sprite, Hp; Sweetser, MGTD, Gp.

NOVICE—Production and Modified over 2 liters, time 16.0m, 10 laps, avg 74.9 mph., miles 20—1) Hooper, Chevy Corvette, Bp; Sinclair, Triumph Devin, Em; Burton, Morgan +4, Ep; Schilling, Austin Healey, Dp; Gould, Stanguellini, FJr.

WOMEN—10 laps, time 15m28.8s, avg. 77.5 mph., miles 20—1) Shutes, Porsche RSK, Fm; Baxter, Lotus MK XI, Gm; Sims, Corvette, Bp; Windhorst, Austin Healey, Dp; Baglin, TR-3, Ep; Nieland,MGA, Fp; Mancini, MGTD, Gp.

FORMULA JR., FORMULA 3—10 laps, time 14m40.4s, avg. 81.75 mph., miles 20—1) Chamberlain, Lotus Formula Jr.; Levin, JBS 500cc Form III.

PRODUCTION G, H, & I—10 laps, time 16m24.3s, avg. 73.2 mph., miles 20—1) West. Alfa Romeo Spyder, G; Grossman, BMC Sprite, H; Stephenson, Fiat Abarth, I.

PRODUCTION CLASS F—10 laps, time 15m29.0s, avg. 77.5 mph., miles 20—1) Spears, Porsche 1600.

PRODUCTION CLASS E—10 laps, time 16m04s, avg. 69.5 mph., miles 20—1) Kastner, Triumph TR-3.

MODIFIED CLASS F, G, H, I—15 laps, time 21m54s, avg. 81.9 mph., miles

PRODUCTION CLASS B, C, D—15 Neumann, Lotus LeMans II, G; Jones, Lotus Club 747, H.
laps, time 22m26.2s, avg. 79.9 mph, miles 30—1) Settember, Corvette, B; Hills, Porsche GT Carrera, D; Richardson, Jaguar XK 120, C.

Let's Face It

Men who smoke cigaretts are more outgoing, less rigid emotionally, but no more neurotic than men who don't smoke anything. Dr. H. J. Eysenck, psychologist.

COPS HAVE QUOTA

"To most Americans the only personal contact with the police comes when the motorcycle appears out of nowhere and the officer writes a ticket. If we had been really speeding instead of just doing maybe the mph above the limit, it would not be so bad. But clearly we are being made a martyr to the police quota system. The cop hands out so many tickets a day, or they take his shiny bike and badge away from him.

"On almost any highway anywhere in the USA, you can get into quite a brisk argument on the topic with the arresting officer. Most policemen piously deny that there is any such thing as the quota system; but, surprisngly Los Angeles Police Dept. makes no bones about it. "THEY WRITE TICKETS, OR THEY DON'T RIDE BIKES" — From the book "The Badge," by Jack Webb, page 228.

Saturday Results At Pomona

Pomona Road Races, June 25, 1960, sponsored by the LA region of SCCA.

NOVICE—5 laps, 10 mi., time 8:45, avg. 68.5mph. BP & 1st OA) Saylor, Corvette; BM & 2nd OA) McDowell, Kurtis-Corvette; FJr & 3rd OA) Gould, Stanguellini; CP) Gularte, Jag XK120; EP) Burton, Morgan; EM) Sinclair, Triumph Devin; FP) Abramson, Porsche 1600; FM) Hollingsworth, Devin 1500; HP) Coff, Sprite.

NOVICE —5 laps,, 10 mi., time 8:3.8; avg. 73.1 mph. FM & 1st OA) Pitts, Porsche 550; EP & 2nd OA) Richards, Alfa Sup Spy; GM & 3rd OA) Kyte, Elva Mk V; HM) Reis Fiat Zag 750; GP) Fite, Porsche 1300S; HP) Larsen, Sprite.

WOMEN—5 laps, 10 mi., time 8:1.4 avg. 74.7 mph. 1) Shutes, Porsche RSK; 2) Sims, Corvette; 3) Baxter, Lotus Mk. XI.

FORMULA CARS—5 laps, 10 mi., time 7:18.7, avg. 82 mph. F. JR—1) Wester, Elva DKW; 2) Chamberlain, Lotus; 3) Hall, Dolphin. F. III—1) Weber, Triumph Spl; 2) Kukuk, Dane Norton; 3) Baley.

PROD. B, C & D—5 laps, 2 mi., time 7:31.4, avg 79.9 mph. 1) Settember, Corvette; 2) Mayell, Corvette; 3) Lane, Corvette. CLASS B—same as OA; CLASS C—1) Haywood, AC Bristol; CLASS D—1) Yonemoto, MB 300SL.

MODIF. F, G, H, & I—5 laps, 2 mi., time 7:13.7, avg. 83.0 mph. 1) Michelmore, Porsche RS; 2) Monise, Lotus Mk. XI; 3) O'Connor, Lola. CLASS F—1) Michelmore; CLASS G—1) Monise; CLASS H—1) Jones, Lotus Club.

MODIF. B,C,D, & E—6 laps, 12 mi., time 8:18 avg. 87.0 mph. 1) Balchowsky, Buick Spl; 2) Connor, Birdcage Maser; 3) Bondurant, Ferrari Maser. CLASS B—1) Balchowsky; CLASS C—1) Connor; CLASS D—1) Nethercutt, Ferrari 250TR; CLASS E—1) Holmes, Kurtis Ford.

PROD. F—6 laps, 12 mi., time 9:21, avg. 78.6 mph. 1) Spears, Porsche 1600; 2) Pickering, Elva Courier; 3) Kessinger, Alfa Sup.

PROD. E—6 laps, 12 mi., time 9:52, avg. 72.6 mph. 1) Kastner, Triumph TR3; 2) Stephens, AH 100M; 3) Burton, Morgan +4.

PROD. G, H & I—6 laps, 12 mi., time 9:56.6, avg. 72.3 mph. 1) West, Alfa; 2) Augustus, Alfa; 3) English, Alfa. CLASS G—1) West; CLASS H—1) Grossman, Sprite; CLASS—1) Stephenson, Fiat Abarth.

Detroit Promotes Safety in Traffic

DETROIT, JULY 8 — The Automobile Manufacturers Assn. has approved grants totaling $1,706,000 for the coming fiscal year to promote traffic saftey and efficient use of highways.

Nearly one million dollars goes to the Automotive Safety Foundation, and during its 23 years of activity, the national traffic fatality rate has declined from 15.2 deaths per 100 million miles of travel to a low of 5.4 in 1959.

BALCHOWSKY HOMEBUILT WINS PAIR at POMONA

By W.R.C. SHEDENHELM
MOTORACING Staff Writer

POMONA, Calif., June 26—Nearly 9,000 race fans saw Max Balchowsky, Hollywood garage owner, accelerate his homebuilt Buick Special, "Ole Yeller Mk. II,' into the lead at the starting flag, never to be challenged again during the 20-lap, 40-mile main event for modified cars. The race weekend, sponsored by the LA Region of the SCCA, was held on the 2-mile, 10-turn asphalt Pomona Fairgrounds circuit. Balchowsky, who also won yesterday's main event, took the checkered flag 10 seconds ahead of Jim Connor in the Stan Sugarman "Birdcage" Maserati, averaged 85.7 mph, 1.3 mph slower than his winning average in yesterday's 6-lapper.

With Balchowsky far in the lead, the big battle was between Connor, Bob Bondurant (Ferrari Maserati) and Don Hulette (Jag Corvette for 2nd spot. With Hulette forced to back off due to overheating, Bondurant shot into 2nd spot ahead of Connor, but on the 18th lap went into the pits with no oil pressure. Hulette took 3rd, nearly half a minute behind Connor.

Corvettes Battle

Today's 15-lap big car production race saw Tony Settember and Vince Mayell repeat their 1st and 2nd place wins of yesterday, with Bob Dickson replacing Buford Lane in 3rd spot. Mayell shot into the lead, but was passed by Settember on the 3rd lap. With Settember stretching his lead, the battle, as in the modified main, was for 2nd, with Maybell, Lane, Dickson, and Andy Porterfield, all in Corvettes, racing bumper to bumper for most of the 15 laps. Both Lane and Porterfied were DNFs.

Class C honors went to cigar-chewing Hap Richardson, who brought his red Jag XK120 across the line 22 sec. ahead of his nearest competitor, Frank Saraga, in another XK120. Class D was won by Jay Hills in a Porsche GT Carrera, 9 sec. ahead of Jim Parkinson's Austin-Healey 3000. Richardson took best time of the day at the recent CSCC "Grabbers" hillclimb.

Michelmore Wins

D.D. Michelmore, Cal Club president, also repeated his Saturday win in a Porsche RS Spyder, averaging 81.9 mph to finish 17 sec. ahead of TV producer Kurt Neumann and 27 sec. ahead of Frank Moise, both in Lotus Mk. XIs. Harry Jones, in his Lotus Club 747, took 1st in Class H and 7th overall.

After getting off to an extremely slow start, Jay Chamberlain zipped his Formula Jr. Lotus through the eight car pack to beat Jim Parkinson's Gemini and Bob Bondurant's Elva BMC in the 10-lap event, averaging 81.75 mph. Chamberlain had won top honors for smashing up equipment on Saturday, rolling his Lotus Elite in practice and smashing the front on the Formula car later in the day. Bondurant also bent his Formula car in yesterday's race when he drove up the back of Bob Hall's Dolphin.

The only physical injury of the weekend was the broken finger suffered by Jack Hooper when he

(Continued on Page 6)

Pomona Sports Car Road Race Chart

Pos.	Secs. Behind	Driver	Car	Class Pos.
1	0	Balchowsky, Max,	Old Yeller MK II	1B
2	10	Connor, Jim,	Birdcage Maserati	1D
3	38	Hulette, Don,	Jaguar Corvette	2B
4	77	Graham, Jack,	Ferrari 250 TR	2D
5	78	Proctor, Clem,	Aston Martin Corv.	3B
6	84	Nethercutt, Jack,	Ferrari 250 TR	3D
7	1L23	Patrick, S.,	Adam-Mitchell Porsche	1E
8	1L39	McGee, Jerry,	Kurtis Corvette	4B
9	1L46	Chaffee, Jim,	Pink Elephant	1C
10	1L71	Monise, Frank,	Lotus Mk. XI	1G
11	1L82	Challman, Bob,	Lotus MG DOHC	2E
12	1L83	Carter, Phil,	Talbot Lago	2C
13	2L85	Lumkin, John,	Jaguar-D	3C
14	3L12	Towers, Chuck,	Ferrari 3 Liter	4D
15	4L8	Beck, Roger,	Kurtis 500	5B
16	5L73	Hively, George,	Healey Special	5D
17	6L55	Simon, Harvey,	Baldwin Olds Special	6B
18	10L60	Stewart, Jack,	DeMar Mk 1	4C
19	12L33	Dornish, Bill,	Austin Healey	6D

DNF—Michelmore, D.D., Porsche Spy., hit pole back of course; Roberts, Ted, Super Spl., no oil, thrust bearing gone; Hayes, Ken, Chev. Allard, vibration caused bracket on electric fuel pump to quit running; Dixon, Bill, Maserati, heating; Sohus, obert, Pontiac Spl., oil leaking on tires; Neumann, Kurt, Lotus, couldn't re-start; Bondurant, Bob, Ferrari Maserati, fuel pump malfunction, was running 2nd, 2 laps to go.

PITSVILLE

BY MARIE DIXON

POMONA — LA SCCA
JUNE 25-26

The first thing that was noticeable about the Pomona course was the newly-surfaced straight with gravel on either side for about 3 ft. Conversation with an SCCA official went like this - -

"How come there is gravel on both sides of the straight??"

"Oh well, it was just re-paved."

"But what does that have to do with the gravel? If anyone should get out of shape in that stuff he'd be in the pits in no time and could very easily kill a number of people."

"Well, the idea is to stay on the course."

Nothing like a logical answer.

★ ★

Someone put a haybale just past the apex of the sweeper where the cars drift out. The one we saw Sunday was all busted apart.

By the end of the weekend there was a bad chuck hole in turn 2. It must have caused many a driver concern as it was in the only line through the turn to be in shape for turn 3.

Jack Matthes was told to lengthen his header pipes on the Aston-Chevy, or no racing. He took off to get the job done but never made it back to the course.

In practice Sat. morn. **Jay Chamberlain** was heading for some flagmen on the back of the course and had the choice of hitting them or cramping the wheel over, taking his chances on flipping. He took his chances and flipped his beautiful new Lotus Elite. The only damage was to the body of the car. Jay drove it back to the pits.

Jay also had the first Lotus Formula Jr. out last weekend and the car lived up to expectations. This make should prove to be one of the more popular Jrs. Look for **John Timanus** in one soon.

While John is waiting for his Jr. he took the engine out of his Lotus and put it in a Formula II chassis to familiarize himself with the handling of a formula car. His practice was very limited this weekend, however. In turn 3, during practice, he went off the course to avoid hitting another car and hit a bale, bending the axle.

Dr. Wm. Molle was also out for the weekend after something went CLUNK in the engine of his Fairchild 4-Cam.

The SCCA tech, inspectors let novice driver **Leonard Rodney** pass safety inspection with Firestone Deluxe Champs on his Elva Courier.

The 3-lter Maserati owned by **Stan Sugarman** and driven by **Chalmers Hall** in the novice race, loaded up and caught fire. Hall was uninjured. The only damage to the car was burned wiring, body and upholstery.

Bob Harms didn't even get credit for finishing one lap in the novice race on Sat. He dropped out when his Porsche swallowed a valve.

In practice **Chuck Milligan** blew a head gasket on his TC Spl. With a new gasket in place they were tightening the studs down for **Harold Frazier** to go out in novice practice when a stripped stud was discovered. After some hectic moments the stripped stud was removed, replaced and Frazier made his practice.

Frazier retired the car from the novice race when another Spl. went by on the right side and tore loose the rear fender, broke the steering and ruined both tires with hs 3-pronged spinners. Milligan filed a protest against the car for its spinners. The decision is as yet unknown.

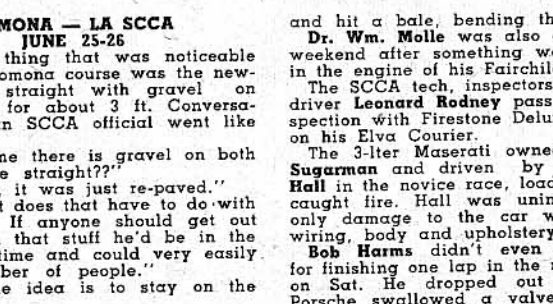
Betty Shutes won the women's race on Sat. by only .02 of a second over **Ginny Sims'** Corvette after losing her clutch.

The Taylors, Sam and Nora, had themselves quite a weekend. On Sat. Sam blew the engine in their Lotus MG by putting two holes in #2 cylinder wall. A trip back to La Puente, where they replaced the engine, was in order. On Sun., Nora took over for the women's race and retired when she blew the engine. The valve cover gasket blew out, she lost her oil and in turn a bearing.

In the 5th race on Sun., **Ashley Shuler** got his Sprite out of shape in turn 1. **John Hooper,** in another Sprite, went to go around him but Shuler's car changed directions, hit Hooper broad-

(Continued on Page 6)

"LEFTY" JENKINS
TIRE RETREADING FOR RACE OR STREET



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Santa Maria Race Charts

CALIFORNIA SPORTS CAR CLUB
1ST RUNNING SANTA MARIA ROAD RACES
Sunday (July 3) Results

Modified over 1100 cc — TIME 28:30 LAPS 15
AVE. 75.8 MILES 36

					B	C	D	E	F
1	70		Drake, Bob	Ole Yeller MK II	1				
2	88	17	McAfee, Jack	Porsche RSK				1	
3	204	21	Hulette, Don	Jag Corvette	2				
4	41	105	Graham, Jack	Ferrari TR-250			1		
5	144	1L8	Cowles, Russell	Ferrari 250 TR			2		
6	38	16	Scooter, Patrick	Porsche Spl				2	
7	74	47	Haworth, Cliff	Porsche 550 Spyd					1
8	00	67	Matthes, Jack	Aston Martin Corvette		1			
9	25	107	Chaffee, Jim	Chev MK II		2			
10	252	2L43	Coffin, Jim "Bronze"	Cooper Climax					2
11	176	49	White, Jerry	Lotus Offy MK IX					3

DNF: 169, Slowi, R. - OSCA — rod and bearing gone:

Modified under 1100 cc and Formula Cars — TIME 30:28 LAPS 15
AVE. 70.9 MILES 36

					G	H	JR	II	III
1	352		Chamberlain, Jay	Lotus Formula Jr			1		
2	131	7	Parkinson, Jim	Gemini			2		
3	164	32	Wester, Don	Elva MK V	1				
4	7	36	Snyder, Ary	Lotus Leman	2				
5	3	40	Tannlund, Chuck	Lotus Climax MKXI	3				
6	539	76	Wenz, Bob	Cooper Norton					1
7	777	84	Thompson, Jim	Elva Clim MK V	4				
8	599	1L37	Levin, Gene	JBS Norton					2
9	20	2L4	Jones, Harry	Lotus Fiat Club		1			
10	12	31	Gounis, Charles	Fiat Crosley		2			
11	177	45	Kyte, D.	Bond Formula Jr			3		
12	146	62	Pryor, Hugh	Spec Renault		3			
13	40	102	Grubl, Paul	Panhard		4			
14	244	4L25	Erickson, Richard	Viking Crosley Sp		5			
15	44	9L15	Monise, Frank	Lotus MK XI	5				

DNF: 23, Timanus, J. - Lotus FII - flipped turn 1; 26, Hand, B. - MG F. Jr. - bale turn 6, bent nose and right front wheel;

F. G. H. & I Production — TIME 30:30 LAPS 15
AVE. 70.8 MILES 36

POS	CAR #	SEC BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION F	G	H	I
1	24		Barker, Ed	Porsche Spdstr	1			
2	4	5	Gates, Charlie	Porsche Spdstr	2			
3	115	46	Dunlap, Ed	Alfa Sup Spider	3			
4	2	54	Challman, Bob	Lotus Elite	4			
5	111	1L19	Hosch, Martin	Alfa DOHC Vel	5			
6	97	41	Barcellos, Louis	MGA	6			
7	14	42	Watkins, Bill	MGA	7			
8	45	48	Randolph, L. E.	Sprite			1	
9	47	49	McCosh, Dennis	Sprite			2	
10	186	52	Jones, Duane	MG-TC			3	
11	231	95	Dagenais, Joey	MGA	8			
12	149	112	Jones, Dan	MG-TD			4	
13	86	117	Welshans, Warner	Sprite			5	
14	10	119	Rizzoli, Mario	Volvo Sedan	9			
15	202	138	Larsen, Richard	Sprite			6	
16	203	145	Rawlinson, Edward	Sprite			7	
17	197	2L4	Silvi, Mario	Fiat Abarth Monza				1
18	198	23	Holmes, George	Sprite			8	
19	187	75	Simon, Ronald	MG-TC			9	
20	275	77	De Muniz, Joe	Fiat Abarth Zag				2
21	129	148	Richards, Russell	MG-TD			10	
22	8	11L180	Hey, Jack	Fiat Abarth Zag				3

DNF: 57, Horn, B. - Volvo - oil leak; 109, Young, B. - Sprite - can went flat; 114, Baker, B. - Porsche - noise, turned it off;

B, C, D & E Production — TIME 30:45 LAPS 15
AVE. 70.25 MILES 36

POS	CAR #	SEC BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION B	C	D	E
1	222		Mayell, Vince	Corvette	1			
2	614	4	Lane, Buford	Corvette	2			
3	166	19	Dickson, Bob	Corvette	3			
4	81	60	Hills, Jay	Porsche Carr GT			1	
5	217	62	Culkin, Peter	Mercedes Benz 300SL		1		
6	132	119	Norman, A. H.	A.C. Bristol			2	
7	64	1L2	Richardson, Hap	Jag XK 120			3	
8	34	3	Montonen, Hank	Porsche Carr Spd			4	
9	61	33	Saraga, Frank	Jag XK 120			5	
10	116	53	Follmer, George	Porsche Sup Spd				1
11	85	74	Spratt, Edward	Tr-3				2
12	31	84	Johnson, Alan	Porsche Spd				3
13	82	140	Schorken, Alan	Arnolt Bristol				4
14	130	2L12	Mergens, Peter	TR-3				5
15	410	16	Tenney, Dan	TR-3				6
16	49	46	Wadman, Bon	A.Healey 100-6				7
17	71	50	Swanson, Carl	MGA Twin Cam				8
18	444	118	Serbian, Phil	TR-3				9
19	15	3L144	Bush, Don	A.Healey 100M				10
20	28	6L79	Stevens, Danny	A.Healey 100-M				11
21	120	8L75	Carver, Gail	Jag XK 120			6	

DNF: 95, Eurangy, A. - Jag - blown piston; 127, Haywood, P. - AC Bristol - blown head gasket; 333, Yonemoto, G. - 300SL - hole in radiator:

Women's Race — TIME 13:19 LAPS 6
AVE. 64.9 MILES 14.4

POS	CAR #	SEC BEHIND	DRIVER	MAKE OF CAR	CLASS POSITION E	F	G
1	3		Baxter, Prudence	Lotus Clim MKXI			1
2	137	6	Duncan, Charlotte	Lotus Lemans			2
3	286	43	Tara, Grace	Lotus Climax			3
4	169	76	Reitz, Shirley	OSCA		1	
5	28	82	Fischal, Joan	A. Healey 100-M	1		
6	97	86	Murphy, Paula	MGA		2	

(Compiled by Long Beach MG Club Scoring Team)
DNFs by MARIE DIXON

SPORTS CAR CLUB OF AMERICA, INC. NORTHWEST REGION
SHELTON, WASH — JUNE 19

OVERALL POS.	AVG. SPD.	DRIVER	CAR	CLASS	PTS.
1	75.2	Lew Florence	Lotus MK XV	F-1	1250
2	74.7	Skip Hudson	Ferrari 4.1	C-1	1000
3	74.4	Tom Carstens	Lister Cory.	B-1	1000
4	72.2	Jerry Grant	Ford Spec.	C-2	750
5		Pete Lovely	Lotus MK XI	G-1	1000
6		Ron Lee	Lotus MK XI	G-2	750
7		Wade Carter	Lotus MK XI	G-3	500
8		Lou Skala	Aston Martin	D-1	1000
9		Brock Brumbaugh	Lotus MK XI	G-4	
10		Dr. V. D. Clausing	Stanguellini	Fm Jr.-1	1000
11		R. G. Katke	DKW Jr.	Fm Jr.-2	750
12		Orvel Larsen	HWM	C-3	500
13		Jerry Fleming	Lotus MK XI	G-5	
DNF:		Rich Lake	Gemini	Fm. Jr.	
		Dick Leighton	Healey	D	
		Harry Eyerly	Crosley Spec.	H	

BILL KRAUSE of Long Beach, Calif., one of the most promising sports car pilots in the country, won the unlimited sports car division in the annual Pike's Peak Hillclimb last July 4 in Colorado. He drove his Corvette-powered D-Jag. Bob Unser won the championship division, and his brother, Lou, was the stock car winner. (MOTORACING photo by W.R.C. Shedenhelm).

SCCA NAT'L AT DENVER

DENVER, July 7 — Continental Divide Raceway continues an event-packed summer season July 16-17 with an eight-race weekend schedule of SCCA national championship races.

As the only SCCA championship event in the western states for the summer, an unusually large field is expected. SCCA officials anticipate 200 entries from outside the Colorado area. With the active Colorado drivers added, a field of 300 is likely, according to Ray Lavely, CDR general manager.

Four races are set for Saturday —all 10 laps over the 2.8-mile CDR road course. Main event on the Saturday card will be a run for Modified B, C, D, E, F sports cars.

Sunday's races will feature the longest race ever scheduled at the Sid Langsam plant, with a 40-lapper that will take the swift cars a distance of 112 miles over the exacting 10-turn circuit.

Lavely said he expects the greatest turnout of high-powered machinery in the track's young history. CDR fans have seen plenty of glamour cars with big power plants but Lavely expects greater numbers of Ferraris, Porsches, Maseratis, including the famed "Birdcages," and the new Formula Juniors than have ever been seen on one program before.

The two sports car events run this season were won by Charlie Lyon of Denver, in a Porsche RS, and Carroll Shelby, in a Scarab.

Bill Martinez, of Denver, area 8 governor of the SCCA, will be race chairman.

POKER HELPED?

"Constance Bennett was the first star to receive a salary of $30,000 a week. She was also our best poker player." —Hedda Hopper

Drake Santa Maria Victor in Old Yeller

By JOE SCALZO
Special to MOTORACING

SANTA MARIA, Calif., July 3—Winner of four main events in the last seven months in the Tipo 61 "Birdcage" Maserati, Bob Drake forsook the 'Cage today to win the feature race of the California Sports Car Club's Santa Maria meeting in Max Balchowsky's Old Yeller Mk. II Buick Special.

Drake, who lost his ride in the Maser when the car was sold to Stan Sugarman of Arizona, was an easy winner in the 15-lap modified main event over a new 2.4-mile course that was the subject of much controversy. He won by 17 seconds and averaged 75.8mph.

Originally called a 2.1-mile course with the longest straight 3500 feet, the nine-turn track actually measued out at 2.4-miles with 4200 feet being the longest straight section. This latter item caused quite a bit of gnashing of teeth among car owners, who had geared their machines for a shorter course. A consensus showed that the course layout is one of the best in California—but the lack of paving and the bumpiness of some portions of the course caused much criticism. Large chuck holes, dirt and even rocks lined the track, and many a car took a severe beating. Broken windshields and badly chipped paint jobs were the order of the weekend.

POLE FOR DRAKE

In today's main event, Bob Drake, by virtue of yesterday's win, sat on the pole position, with Don Hulette, who had led Drake for several laps yesterday, next to him in the Corvette-Jag Special, and Jack Graham, also a leader of the Saturday event, on the outside in his 3-liter Ferrari Testa Rossa. Noticeably missiong from the starting grid was Jim Connor in the '61 Maserati. After having throttle and gearing problems in the Saturday race, Sugarman decided not to race his new machine. Course conditions may also have had some effect on his decision.

Drake beat everyone to the first corner, with Hulette, Graham, Jack McAfee (RSK Porsche) and Jim Chaffee (Devin-Chev.) next. Hulette and Graham bobbled momentarily on the second corner at the end of the long straight, and Mc Afee went through into second place. Drake, McAfee, Graham, Hulette and Jack Matthes (Aston-Corvette) stormed by the pits to complete the first lap, and already Drake and "Yeller" were leading substantially.

Graham began closing on McAfee slightly, with Hulette, his car running sick, staying in fourth, but Graham, who is one of the West's most improved drivers, lost it on the seventh turn shortly afterwards, and fell far back. The order at eight laps: Drake McAfee, Hulette, Russ Cowles (Ferrari TR) Scooter Patrick (Posche special) Cliff Hayworth (Porsche RS) and Graham.

Steady Lead

For the remaining seven laps Drake maintained a steady 17-second lead on McAfee's well-driven Porsche, to take a much deserved first place. Hulette, whose fuel injection system finally decided to work right in the last half of the go, missed catching McAfee by four seconds to take third, and Jack Graham, after a tremendous drive, moved up to finish fourth at the end. Cowles drove a steady race for fifth position, having a real dice with Patrick. Patrick, after a last lap spin, was eight seconds behind him in sixth place at the end.

In the small modified race, the promise of Formula Jr. cars was demonstrated as Juniors finished 1-2 over the G-1 modified machines. Running with the small modifieds due to lack of entries, Jay Chamberlain in the Lotus Jr., and Jim Parkinson, in a Gemini, flashed across the line seven seconds apart, with Don Wester in an Elva V, Art Snyder' Lotus XI, and Chuck Tannlund's Lotus following.

John Timanus, in his Formula II Lotus Special, flipped twice in the tight first turn, but escaped uninjured, thanks to his roll bar.

Vince Mayell, Pasadena, won the production B-E go both days in the Harry Mann Corvette, with Buford Lane and Bob Dickson, both wheeling Chevies, following.

Barker Winner

Ed Barker stretched his winning streak even further in his Porsche Super both days, as on Sunday he took the 15-lap F-G production race, winning by 15 seconds over Charlie Gates' Porsche Super. Barker lapped all but the first five cars in his wire to wire win. In women's events, Pru Baxter shone both days in her Mk. XI Lotus, Sunday winning by six seconds over Charlotte Duncan, and 43 over Grace Tara, as Lotuses swept the first three positions.

Slightly over 100 entries were received for the weekend, with the Grand Prix bikes also competing both days. Approximently 3000 spectators watched Sunday's action.

IN THE NEWS . . .

CORVETTE RALLY

More than 100 imported and domestic sports, economy and compact cars are expected to enter the Turisimo de Corvette III Rally, July 17, sponsored by the Corvettes of So. Calif., Corvettes, Limited, Corvette Owners of No. Hollywood; Corvette Club of Pasadena; Checkmates and Valley Vettes.

Early entrants in the time and distance type event include Jack Breskovich and Bob Hoffman, winners of last year's Turisimo, Jim Ort and Joe Fischer, Paden and Dorothy Warren and Tom Hanlon, Jr.

Rallyists will leave the Alhambra Shopping Center on Valley Blvd., between Almansor and Vega Streets, at 7 a.m. and travel aproximately 250 miles. Dash plaques will be awarded to both driver and navigator upon payment of the entry fee. Entry information may be obtained by calling SYcamore 7-6745 or STate 4-3117.

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Johnny Lail
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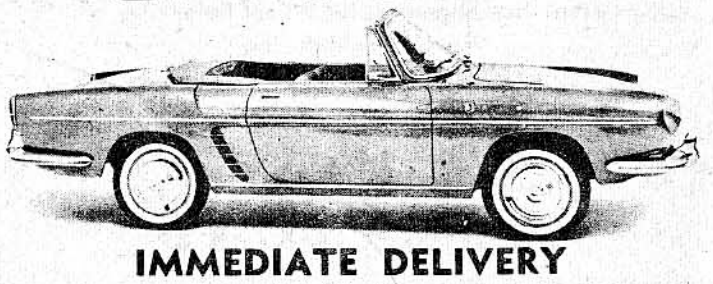

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Rally Sparks

BY DUANE SPARKS

After having spent two weekends prowling around strange country on the BIG BEN in the Sacramento area and on the SEMANA NAUTICA at Santa Barbara, it was a welcome change to spent a day checking out the upcoming BMC RALLY OF THE WEST.

A must for all owners of Sprites, Austin Healeys, Morrises, Austins, MGs and like that, this event on July 24 will be of almost championship length and of medium difficulty. With a first prize of one year's maintenance according to the owner's manual for the winning car, top competition is assured—in fact many of the serious rallyists are scrambling around for rides with BMC owners, for the owner must be in the car to be eligible to compete.

Wouldn't be surprised to see a few new cars appear just in time for this event, but of course this couldn't be what the sponsor, Gough Industries, had in mind. They just happen to be West Coast importers for BMC. I know you will enjoy the rally, and Brother Jack is happy with it, so 'nuff said.

Competition for California State Championship points is shaping up nicely after the first 8 events. With 11 more to go, though, the field is still wide open and it is still quite possible for a new enthusiast to start now and walk away with this year's top award, since only the best 6 out of 8 declared events are counted toward the season's total. Changes affected by the BIG BEN moved Bill Chester into the top driver's spot and greatly improved standings of three No. Calif. contenders, Bob Cook, Joe Booth and Hal Schell who are now 3rd, 4th and 6th respectively. Among the navigators, Ted Sparks continued to pull away from his competition while Elizabeth Chester, Sandy Booth and Barbara Schell moved up strongly.

Among the sleepers are Dean Shippen and Bill Rector, drivers, and Isabel Blandford and George Blondin, navigators, who are in strong contention already with only 2 events each.

NORTHROP'S SIERRA VII, the next SCCSCC championship rally scheduled for July 16 will, according to the grapevine, not be such a radical "code-changer" as have been many of the earlier "SARAHS." Chief Sarah-layer-outer Bill Eichelkraut says she's going South this year and not too far inland, so the high desert temperatures won't be a factor in this daytime event.

We're sorry we'll have to miss this one in favor of a quick survey of the rally picture in the Hawaiian Islands, from where, in the next issue, we'll try to give you a vague idea of how to navigate around a grass skirt.

SPORTS CAR CLUB OF AMERICA, INC. - NORTHWEST REGION
MARYHILL LOOPS HILLCLIMB

NW Pts.	CLASS POS.	CLASS	MAKE	NAME	TIME
250	1	Overall	Ferrari	Jerry Grant	3:30.9
1000	1	B Mod	Lister-Corvette	Tom Carstens	3:31.1
1000	1	B Prod	Corvette	Don Campbell	3:41.2
1000	1	C Mod	Corvette	Jack Frost	3:53.3
1000	1	C Prod	Porsche	Dave Tatom	3:43.1
1000	1	D Mod	Ferrari	Jerry Grant	3:30.9
750	2	D Mod	Austin-Healey	Dick Leighton	3:53.3
1000	1	D Prod	AC Bristol	L. C. Thomas	3:51.6
750	2	D Prod	Austin-Healey	Hank Dillenkofer	3:53.1
500	3	D Prod	Jaguar	Bob Goodfellow	3:57.1
1000	1	E Mod	Porsche	John Sparrow	4:01.2
750	2	E Mod	Spec.	Keith Armstrong	4:08.3
1000	1	E Prod	Porsche	John Antons,	3:44.9
750	2	E Prod	Porsche	John Keller	3:48.2
500	3	E Prod	Alfa	Bill Larson	3:52.1
1000	1	F Mod	Porsche	Bob Hicks	4:02.2
750	2	F Mod	Alfa	John Stuhldrier	4:03.4
1000	1	F Prod	Elva	Roger Saguer	3:58.9
750	2	F Prod	MGA	Glen Evans	4:03.2
500	3	F Prod	MGA	Jack Fraser	4:06.3
1000	1	G Prod	Berkeley	Bob Dawson	4:14.4
750	2	G Prod	Simca	Alan Frome	4:30.0
1000	1	H Mod	Moretti	Gordon Johnson	5:01.2
1000	1	H Prod	Sprite	Paul Jarenko	4:05.4
750	2	H Prod	Sprite	Pete Carlson	4:06.3
500	3	H Prod	Sprite	Jerry Little	4:11.1
1000	1	Form Jr	Stanguellini	Doc Clausing	3:40.7
750	2	Form Jr		John McCornach	4:04.2
500	3	Form Jr		Dennis Pillar	4:05.3

3rd annual **San Luis Obispo Road Races**

SUNDAY, AUGUST 7

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NEW DISC brakes were noted recently on Porsche Carrera 1600 in Europe. Disc is located from its outside edge and with the caliper inside it.

CSCC POINTS AT SAN LUIS OBISPO

D. D. Michelmore, president of the California Sports Car Club, announces that the San Luis Obispo sports car road races Aug. 7, staged by the El Camino Foreign Car Club of San Luis Obispo, will count toward CSCC championships.

The event will be put on with the cooperation of CSCC and the Long Beach MG Club.

The west's top drivers and cars are expected to race over the 1.5-mile, 8-turn airvort circuit.

John von Neumann, and Jack McAfee won the feature in 1958 and 1959.

Pomona

(Continued from Page 4)

flipped his Sprite on turn one after a collision with Ashley Shuler's Sprite. Shuler was unhurt.

Gene Levin won the Formula III honors in his JBS bomb, with Duane Kukuk taking 2nd ahead of yesterday's winner, C. A. Weber (Triumph Spl.).

Kastner Doubles

R. W. Kastner, (TR-3) added to the list of drivers winning both days, by taking the Prod. E race 12 sec. ahead of Dr. Ken Haye's Morgan. Danny Stephens. yesterday's 2nd place finisher, was 3rd today, in his Austin-Healey 100M.

In the Prod. F race, the two days' events saw the same finish —George Spears, Porsche 1600; Ray Pickering, Elva Courier, and Chuck Kessinger, Alfa Super. Spears drove to a 3 sec. win yesterday and a 2 sec. win today.

The small car production race was yet another repeat of Saturday, with Willie West beating Bruce Augustus and John English, all in Alfa Romeos.

The women's race was a win both days for Betty Shutes (RSK), with Prudence Baxter (Lotus Mk. XI) and Ginny Sims (Corvette) reversing their Saturday positions for 2nd and 3rd.

Pitsville

(Continued from Page 4)

side and sent him flipping. Hooper suffered a broken finger and bruises.

His car looked pretty bad and although his roll bar did its job, the bolts on the right side, where it was stressed, broke or pulled away from the mounting, bending the roll bar to the left. **Dick Todd** believes for safety's sake a permanent weld to the frame should be mandatory on all cars.

Jack Stewart pushed his car across for the checkered in the main after the right side of the swing table broke in his Spl. Likewise, for **Bill Dornish,** after he blew a head gasket in his A-H spl.

With only two laps to go while running 2nd, the Ferrari-Maserati driven by **Bob Bondurant** began to cough and sputter and he had to drop from the race. Malfunction of the fuel pump was given as the cause.

CSCC President **Mich Michelmore** had some bad luck when he moved up to the over 1500cc main when an (unlicensed?) novice in the (un-entered?) Spl. of **Mickey Thompson** lost it and collided with Mich head-on. Luckily, bent metal was the only damage.

DEATH IN CRASH

DENVER, July 7—Gene Geisler, a member of the pit crew for the Meister Brauser Scarabs at the Colorado International Sports Car Races at Continental Divide Raceway June 25-26, was killed in an auto accident at Phillipsburg, Kansas, recently. Jack Sullivan, another Meister Brauser pit man, was injured.

Subscribe to MOTORACING

Rally Results, Standings

CLOCK & DIAL, LTD BIG BEN 1960 JUNE 25-26 NCSCC CHAMP. HOMER BANKS R.M. 14 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Bob Cook	Ted Sparks	Tri-Angles	Jaguar	:42
2.	Hal Schell	Barbara Schell	Twin Valley	TR 3	1:42
3.	Joe Booth	Sandy Booth	Formula 4	Porsche	1:58
4.	Adrienne Ryan	John Ryan	Tri-Angles	Porsche	2:40
5.	Elmer Heaston	Ted Watson	99'ers	Porsche	2:58
6.	Bill Chester	Elizabeth Chester	Rallymasters	Alfa	4:25
7.	Dick Coulter	Ron Going	C.A.R.	TR 3	7:25
8.	Al Freudenberg	Mary Freudenberg	Formula 4	AC Bristol	15:12
9.	Roger Sands	Homer Richardson	Twin Valley	TR 3	18:59
10.	Duane Sparks	Mike Goodwin	C.A.R.	Facel Vega	23:57
11.	Robert Ford	David Allen	None	TR 3	25:30
12.	Dean Shippen	Baron Dickey	Twin Valley	TR 3	37:28
13.	Bob Piercy	Al Nesbitt	C.A.R.	Alfa	MCP
14.	Hugh James	Jim Coyle	SFSCC	TR 3	MCP

CALIF. ASSN OF RALLYISTS FIRST FRIDAY NIGHTER II JULY 1 SCOTT BRANSON R.M. 41 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CLASS	CAR	ERROR
1.	Donna Huseboe	Dale Huseboe	None	Nov.	VW Ghia	.71
2.	Pat Bryan	Jean Bryan	TROC	Nov.	Alfa	1.11
3.	Ted Smith	Bob Fuller	None	Nov.	Sprite	1.41
4.	R. P. Evans	J. D. Fredrickson	None	SOP	MG A	1.67
5.	Meurisse DuRee	Sharon Coulter	GFCCA	Exp.	Alfa	2.36
6.	Dick Anderson	Barbara Thomas	SWSCC	Exp.	Porsche	2.39
7.	Jerry Evans	Larry Ellis	BSCC	SOP	Corvette	3.08

SANTA BARBARA FCCA SEMANA NAUTICA IX JULY 2-3 JUDY SELBY R. M. 26 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Ted Sparks	Duane Sparks	C.A.R.	Sprite	:34
2.	Bob Piercy	Ron Going	C.A.R.	Alfa	:50
3.	Carl Shank	Jack Ewing	Tri-Counties	A-H	3:30
4.	C. R. Hughes	J. W. Miller	Tri*Counties	A-H	4:16
5.	Elizabeth Kacy	Bill Kiefe	Rallynauts	Corvette	4:47
6.	Wes Price	Sam Pinkham	Tri-Counties	Sprite	6:21
7.	Paul Adams	Janet Adams	Los Viajeros	MG A	6:31

1960 CALIFORNIA CHAMPIONSHIP RALLY STANDINGS

POS.	NAME	MARK II SO	WHEELE BOUNCE SO	BOON-DOCKS NO	D'ORO SO	ALPINE NO	GREAT WESTERN SO	ORBIT SO	BIG BEN NO	TOTAL	NO.
	DRIVERS										
1.	Bill Chester	*	22	0	*	*	24	21	20	87	5
2.	Jack Sparks	23	*	12	25	*	*	25	*	85	4
3.	Bob Cook	14	17	*	*	24	*	*	25	80	4
4.	Joe Booth	*	*	25	0	23	0	*	23	71	5
5.	Don Royer	22	6	*	0	*	23	18	*	69	5
6.	Harold Schell	2	*	23	*	16	*	*	24	65	4
7.	Jerry Aarons	*	25	0	23	*	15	*	*	63	4
8.	Dick Coulter	0	13	17	10	*	*	*	19	59	5
9.	Duane Sparks	*	23	0	18	*	*	*	16	57	4
10.	Cal Hudspeth	13	16	18	0	*	8	0	*	55	6
11.	Ron Jones	0	*	16	15	*	*	16	*	47	4
12.	Dean Shippen	*	*	20	*	25	*	*	*	45	2
13.	Phyllis Banks	*	*	24	*	19	*	2	*	45	3
14.	Bernice Branson	8	0	*	20	14	2	0	*	44	6
15.	Chuck Meredith	*	15	*	22	*	6	0	*	43	4
16.	Bill Rector	25	*	*	*	*	17	*	*	42	2
17.	Les Weisbrich	7	19	0	14	*	0	0	*	40	6
18.	Bob Piercy	0	11	8	*	*	0	*	13	32	5
19.	Virginia Thomas	*	*	3	4	21	*	0	*	28	4
20.	Dick Kermode	24	0	*	0	*	0	0	*	24	5
21.	Adrienne Ryan	*	*	*	*	*	*	*	22	22	1
22.	Fred Behringer	16	5	*	0	*	*	*	*	21	3
23.	Bob Blair	*	*	10	*	9	*	*	*	19	2
24.	Bill Johnson	18	*	*	*	*	*	*	*	18	1
25.	Roger Sands	*	*	0	*	*	*	*	17	17	2
	NAVIGATORS										
1.	Ted Sparks	23	*	*	25	24	*	25	25	122	5
2.	Elizabeth Chester	*	22	0	*	*	24	21	20	87	5
3.	Sandy Booth	*	*	25	0	23	0	*	23	71	5
4.	Howard Frank	22	6	*	0	*	23	18	*	69	5
5.	Barbara Schell	2	*	23	*	16	*	*	24	65	4
6.	John Ryan	10	17	*	*	15	*	*	22	64	4
7.	Dick Anderson	*	25	0	23	*	15	*	*	63	4
8.	Ron Going	0	*	17	10	*	11	*	19	57	5
9.	Bob Cole	13	16	18	0	*	8	0	*	55	6
10.	George Taylor	0	*	16	15	*	*	16	*	47	4
11.	Mike Goodwin	0	0	12	12	*	7	*	16	47	6
12.	Isabel Blandford	*	*	20	*	25	*	*	*	45	2
13.	Homer Banks	*	*	24	*	19	*	2	*	45	3
14.	Scott Branson	8	0	*	20	14	2	0	*	44	6
15.	Patt Meredith	*	15	*	22	*	6	0	*	43	4
16.	Jim Coyle	16	5	*	0	10	*	*	12	43	5
17.	George Blondin	25	*	*	*	*	17	*	*	42	2
18.	Jerrie Sparks	*	23	0	18	*	*	*	*	41	3
19.	Doug Sawin	7	19	0	14	*	0	0	*	40	6
20.	Gene Kiggins	18	*	*	12	8	*	*	*	38	3
21.	Bill Thomas	*	*	3	4	21	*	0	*	28	4
22.	Larry Harris	24	0	*	0	*	*	*	*	24	3
23.	Barbara Kerr	*	*	10	*	9	*	*	*	19	2
24.	Al Nesbitt	0	11	8	*	*	0	*	13	32	5
25.	Frank Herman	*	0	0	6	*	12	0	*	18	5

* Did not declare for State points.

Rally Calendar

JULY

10 - - SANTA MONICA PCCA PUCK'S PANIC RALLY 4½ hrs. nav. 8 A.M. 1554 So. Sepulveda $3, Pete Palmer & Chuck Rogers R.Ms. GR 4-4424. Beach party too.

16 - - NORTHROP RECREATION SCC SIERRA VII an SCCSCC Championship nav. event for July, 9½ hrs. 8 A.M. Merle's U.S. 101 at McArthur Blvd. Corona del Mar $6, Bill Eichelkraut R.M. For entries call C. K. Enoch DA 6-7480

17 - - CORVETTE CLUBS TOURISMO DE CORVETTE 7 A.M. Valley Blvd. & Almansor 250 mi. $4, open to all cars AT 0-1298.

24 - - BRITISH MOTOR CORP RALLYE OF THE WEST For BMC cars only. 6:30 A.M. Gough Industries 560 So. Mission Rd. 8 hrs. 250 miles $3, Jack Sparks R.M. Entries at BMC dealers. Dash plaques for all.

23-24- FORMULA FOUR, INC. TEMPUS FUGIT I an NCSCC Championship nav. event, 11 hrs. 8 P.M. Sadie's HWY 40 & Tennessee St. Vallejo, $4, 825 Brentwood St. Vallejo.

AUGUST

5 - - CALIF. ASSN. OF RALLYISTS FIRST FRIDAY NIGHTER III 2½ hrs. simple nav. event for expert, novice & seat-of-pants classes 8 P.M. Bond's Mkt. Victory & Sepulveda $2 Gwen Thigpen & Ruth Piercy R.Ms. AX 1-9373

6-7 - SAN FRANCISCO SCC GOLDEN WEST RALLY overnight stop nav. event. $15 includes lodging at Jackson, Calif. Entries Doug Rich 15 Vicksburg St. S. F. 14 AT 2-1110

13-14- LOCKHEED SCC 24 HOUR VIII the SCCSCC Championship nav. event for August. 6:00 A.M. Hody's Ventura & Sepulveda $7, Eugene Hughes & Roy Blay R.Ms. For entries & info call PO 5-9660

13-14- SOCIETY OF FOREIGN SPORTS CARS FIRST NIGHTER'S RALLY an NCSCC Championship nav. event 12 hrs. 300 miles Fresno's Manchester Center 3 classes Box 3354 Fresno, Calif.

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LeMans

(Continued from Page 1)

in 4'4" or 198.60 kph (record by Hawthorn in Ferrari, 3'58.7" or 203.015 kph); it makes you stop and think when Gregory was timed down the straight at 273 kph). Laureau and Armagnac won the lucrative index in their DB Panhard after outlasting Condriller's Abarth and Laroche's Osca, with Gendebien and Frere a not-too-close second.

A gas consumption caper called the energetic index was garnered by Wagstaff and Marsh (Elite) after some arithmetic that even they don't understand but are glad to have the money.

Briefly, after the traditional Le Mans start (what else?) in which Salvadori got away first in the dark blue Scottish Aston which he shared with Jim Clark and Major Ian Baillie of the Guards got himself trapped on the outside among the tiddlers and almost sideswiped the Dunlop Bridge, it settled down to the usual sprint, with bespectacled Gregory disappearing into the middle distance with the blue and white Maserati followed respectfully by Gendebien who knows how to go fast without breaking the automobile, in one of the Ferrari team cars. He, in turn, like Mother Hen, towed no less than four other howling V12s from the Maranello works found to be driven by, as the Limey papers say, Messrs Trips, Mairesse, R. Rodriguez (of NART), and Scarfiotti, all conscious of the fact that Flockhart of Le Mans fame was just behind in his D-Jaguar and would eat them if they weren't careful. Munaron was eighth in the second "Birdcage, first of the dreaded Porsches Trintiganti) lay fifteenth, but Graham Hill already had its sister car in the pits investigating mysterious noises and Hansgen was forced to come in also in Cunningham's Jaguar with a bad misfire.

Filling up time came and Gendebien, the engine dead as he rolled into the pits, took exactly one liter less than the capacity of his tank. About this time team manager Tavoni looked around and found both Trips and Scarfiotti missing, out of fuel at Tertre Rouge and White House respectively, which put Phil Hill and P. Rodriguez into the ranks of the unemployed. The Camoradi ranks were no less bemused to learn first that Munaron had suffered an electrical fire which immobilized his car at Mulsanne and then Gregory's leading Maserati, in to hand over to aigh after averaging over 120 mph for the first period, found itself with a cooked starter (all the Maseratis suffered from this) and promptly lost all its advantage and then some.

However, a good healthy rain began to fall which immediately sorted out the men from the boys; two Corvettes went thud thud into the barrier at White House but that of Thompson carried on with fiberglass waving in the breeze while Cunningham's pits got busy jury-rigging a headlight.

Beurlys hit the bank just where

(Continued on Back Cover)

Out of the HORSES MOUTH

BY TED DAVIS OF THE GRAND PRIX RESTAURANT

It pays to advertise in MOTORACING. **Steve Hicks'** ad in the last issue brought a query on his Classic Car Wax from Mexico City . . . Said **Bob Drake** after his CSCC Santa Maria win in Old Yeller II Buick Spl: "Driving Old Yeller is like driving a car with a steering wheel made out of Kleenex." He meant it was so touchy, he had to hold the wheel with his fingertips . . . Kudos to **Roy Storey** and **Dick Cook** for their recreated radio broadcast of the 24 Hour Le Mans classic . . . **Don Ricardo,** maestro of the NBC orchestra, stages a party for the Women's SCC next month at his Pasadena home . . . Alan Fordnay had a ball at the LA SCCA Pomona races as a riding mechanic with **Howard Campbell** in a 1912 Cadillac . . . Yours truly and a femme attorney, **Jo Anne Potter,** received certificates of appreciation from the Encino Chamber of Commerce for help given at the recent concours d'elegance . . . Many thanks to **Bill Welch** for his fine coverage of the LA SCCA Saturday races at Pomona . . . A newly-formed women's sports car club, the Bachelorettes (must be single & own a sports car), meets Thursday nights at the Grand Prix restaurant . . . The Grabbers Club (CSCC) holds a beach party at Paradise Cove July 16—barbecue, swimming & fishing—from 9:30 a.m. to 7 p.m.

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NEWS
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Manney's LeMans Follow - Up

(Continued from Page 7)

Bruce Kessler had his incident two years ago and bent one of everything, sports charged up escape roads or into the sand right and left, and people like Marsh (Elite) who is a hill-climb specialist ("it always rains at hillclimbs") tore past class leader Laurent (Elite) who was driving his first race anywhere and had exactly one lap of slippery-type practice.

None of the open cars, with the murderous big FIA windshields, were exactly happy and Jeffords, in Casner's Maserati, was probably wishing he had stopped at the pits for a few extra cushions to see over the top like so many others as all sorts of small stuff

Daigh got out, 12 laps in arrears, but wasn't making any great impression, Gurney held a monstrous slide under the Dunlop Bridge in the American Jaguar as did a French entered AC who frightened himself thoroughly, and although he wore an expression of great pain (as is his habitude) Paul Frere in the leading Ferrari made no mistakes and drew away bit by bit from the others.

Night fell quickly but at least the rain stopped. While the sizeable crowd visited shooting galleries, wrestling matches, beer gardens (Panther Pils!), and girlie shows, a bitter struggle was developing behind the leader. First, the Salvadori-Clark Aston Martin pushed its way up to third and at one point was four seconds . . . at the grandstands, that is . . . behind R. Rodriguez—Pilette's Ferrari which held a precarious second.

The Aston, in its turn, was ousted by Flockhart and Halford in one of the 1957 Ecurie Ecosse D Jaguars but unfortunately this fine vintage machine seized up and disappeared into the sand at Mulsanne.

The former third, Ginther-Mairesse, then decided to get racing and came back up from fifth (getting seriously involved with the leading Ferrari and causing a near riot in the works pit) but pulled out a little too much for a long race and retired in the early morning, fresh out of gears. Behind all this strife purred what seemed to be an endless procession of GT Ferraris headed by Whitehead and Tavano, waiting for the slightest mistake and forming a barrier against infiltration from below.

Dawn broke and presently De Beaufort (Porsche) had a valve follow suit, followed by one of Graham Hill's pistons, all this doing much the same to Porsche fancier's hearts as Trintignant was long since gone with a cooked piston and Kerguen-Lacaze mit busted camshaft. The only two hefkmotors left, Seidel-Barth and Linge-Walter's Abarth Carrera, sounded all right but it was still early in the day and the race ran till four, didn't it?

Casner's Maserati, after having its quota of Italian Disease, visited the shrubbery and retired from sand in unorthodox places while Gregory's was long gone from air where oil should be. Ashdown's neat Lola went out, the last of the enormously rapid Fiat-Abarths went out, two of the quicker Elites went out, Gurney had long since been in bed after battling with damaged injection for hours, two of the three enormously ugly twin-cam Triumphs smoked like chimneys, and Riley's Austin Healey went diggerdiggerdigger with no bearings.

Still Frere and Gendebien circulated very carefully yet laps ahead of the competition; every untoward noise bringing back horrid memories of victory snatched away at the last moment, a bitter draught tasted by Whitehead and Taylor when their brand new Ferrari GT quit while in the lead of the GT class and fourth overall with three hours to go.

The sun shone, a monstrous crowd filled the stands, Masson's Elite whistled around getting his class lead back, Arentz and Elde's GT Ferraris waged a nice little race behind Tavano and ever so slowly the clock ticked towards four. French cops shoved foreign photogs around and smiled upon domestic ones, and as first the DBs and then the victorius Ferraris trickled across the line, the crowd took matters into their own hands and swamped the track, ready to cheer their idols.

(Complete list of finishers in last issue)

Index of performance

1. Laureau/Armagnac (DB 702)....1257
2. Frere/Gendebien (Ferrari 2953)1157
3. Bently/Gordon (Osca 748).....1151
4. Rodriguez/Pilette (Fer. 2963)....1142
5. Lelong/Bruwaene (DB 851).....1130
6. Salvadori/Clark (Aston 2992)....1128
7. Tavano/Loustel (Fer. 2953).....1113
8. Arents/Connell (Fer. 2952).....1106
9. Elde/Noblet (Ferrari 2953).....1105
10. Hugus/Pabst (Ferrari 2953).....1103
11. Dalton/Colgate (Sprite 996).....1088
12. Wagstaff/Marsh (Lotus Elite-1216) 1081
13. Linge/Walter (Por. 1588).....1075
14. Bouharde/Jaeger (DB 851).....1058
15. Baillie/Fairman (Ast. 2992).....1036
16. Bartholoni/de St. Aubin (DB 851) 1035
17. Lund/Escott (MG 1762 tc).....1029
18. Fitch/Grossman (Corvt. 4540)....1003

Index reduced to 1000—Masson/Laurent, Elite; Barth/Seidel, Porsche.

Didn't make index of 1000—Ballisat/Becquart (Triumph), Lilley/Gambles (Corvette), Leston/Rothschild (Triumph), Bolton/Sanderson (Triumph), Wicky/Gachnang (AC)..

Index "energetique"

1. Lotus Elite (Wagstaff/March) index 1148....11.607 liters consumed per 100 km.; 2. Lotus Elite (Masson/Laurent) 1.021 (13.343 liters); 3) DB (Bouharde/Jaeger) .968 (8.901 liters); 4. Aston (Salvadori/Clark) .942 (25.087 liters); 5. Sprite (Dalton/Colgate) .942 (11.886 liters); 6. DB (Bartholoni/St. Aubin) .904 (10.340 liters); 7. Ferrari (Tavano/Loustel) .891 (27.198 liters); 8. DB (Laureau/Armagnac) .850 (12.823 liters) 9. Porsche (Barth/Seidel) .705 (19.235) liters).